

1-5. (CANCELED)

6. (NEW) An electrical drive system for a vehicle with a skid steering element having at least:

a left electrical drive engine (2) and a homogeneous right electrical drive engine (4);

an electrical energy source (6);

an electrical control unit (8) for independent increasing a number of revolutions at the left electrical drive engine (2) and the right electrical drive engines (4);

a left gear unit (16), connected with one of a left drive wheel or track of a left drive unit (22, 28), and the left drive engine (2) is connected with a first left transfer element (26) and a second left transfer element (24);

a homogeneous right gear unit (18) connected with one of a right drive wheel and track (34, 40), covered a first right transfer element (38) connected with the right drive engine (4) and a second right transfer element (36); and

a first left transfer element (26) is connected directly with the second right transfer element (36) by a first mechanical gear train (44, 50; 48, 52; 46), and the first right transfer element (38) is connected directly with the second left transfer element (24) by a second mechanical gear train (54, 60; 58, 62; 56).

7. (NEW) The drive system according to claim 6, wherein the left gear unit (16) and the right gear unit (18) comprise planetary gears with several planetary gears (20, 32), the several planetary gears (20, 32) swiveling on a planet pinion cage (22, 34) and in synchronous operation with a sun gear (24, 36) and an internal gear (26, 38), in each case, the planet pinion cage (22, 34) of the drive unit, the internal gear (26, 38) of the first transfer element and the sun gear (24, 36) form the second transfer element.

8. (NEW) The drive system according to claim 7, wherein a first mechanical gear train is formed by a torque-proof first spur gear (44), connected with the internal gear (26) of the left gear unit (16), a torque-proof second spur gear (46) and a first connecting shaft (48) connected with a sun gear (36) of the right gear unit (18), which exhibits at ends a third spur gear and a fourth spur gear, the third spur gear (50, 52) with a first spur gear (44) and a fourth spur gear (52) with the second spur gear (46) stand in interference, and a second mechanical gear train is formed by a torque-proof

fifth spur gear (54) connected with the internal gear (38) of the right gear unit (18), connecting a sixth spur gear (56) and a second connecting shaft (58) with the sun gear (24) of the left gear unit (16), which at ends exhibits one seventh spur gear (60) and an eighth spur gear (62), the seventh spur gear (60) with the fifth spur gear (54) and the eighth spur gear (62) with the sixth spur gear (56) stand in interference.

9. (NEW) The drive system according to claim 6, wherein electrical middle enclosures (8, 12, 14) are placed between the left and the right electrical drive engines (2, 4) and, for certain operating conditions, electrical performance of the left drive engine (2) working as a generator leads to the right drive engine (4) working as an engine and in a reverse drive direction.